

This information confirms the prediction published in the above-mentioned Notices that it was evident the periodical collection of icebergs in this vicinity was in progress.

Mariners are cautioned to avoid this area if practicable, but if driven there by stress of circumstances to keep a sharp look-out and proceed with great caution at night. If navigating amongst bergs in a steamer at night, or during foggy weather, all danger will be avoided if the vessel remains close to the first berg sighted until the darkness or fog is over. In sailing vessels sail should be shortened and preparations made to throw everything aback in case of necessity.

This Notice affects the following Admiralty Chart:—Ice Chart of the Southern Hemisphere, No. 1241. Also, South America Pilot, Part I, 1902, page 27.

No. 1288.—ITALY, WEST COAST—GAETA BAY.

*Mondragone—Mast of Wreck Removed.*

With reference to Notices to Mariners, Nos. 103 and 1221 of 1906:—

The Italian Government has given further notice, dated 26th October, 1906, that the mast has been removed from the vessel which sank off Mondragone, Gulf of Gaeta, in a depth of 10 fathoms at a distance of about 2 miles from the shore, in approximately lat.  $41^{\circ} 7\frac{1}{2}'$  N., long.  $13^{\circ} 48\frac{3}{4}'$  E., and that the wreck is not now considered dangerous to navigation. The wreck has consequently been erased from the charts.

This Notice affects the following Admiralty Chart:—Civita Vecchia to Naples, No. 1841. Also, Mediterranean Pilot, Vol. II, 1905, page 245.

No. 1289.—ITALY, SOUTH-EAST COAST—GULF OF SQUILLACE.

*Cape Rizzuto—Light Established.*

The Italian Government has given notice, dated 26th October, 1906, that, on or about 29th October last, a white flashing light every thirty seconds, would be established on Cape Rizzuto, showing two red fixed sectors over the shoals in the vicinity.

Approximate position, lat.  $38^{\circ} 53\frac{1}{2}'$  N., long.  $17^{\circ} 5\frac{1}{2}'$  E.

Further notice will be given, respecting the limits of the sectors of fixed red light, when received.

This Notice affects the following Admiralty Charts:—Mediterranean, Nos. 2158*a, b*; Adriatic, No. 1440; Malta to Cape Malea, No. 1800; Policastro to Cape Sta. Maria di Leuca, No. 198, with plan of Cape Rizzuto Anchorage. Also, List of Lights, Part V, 1906, No. 552; and Mediterranean Pilot, Vol. II, 1905, page 287.

No. 1290.—UNITED STATES, ATLANTIC COAST—LONG ISLAND SOUND.

*Cornfield Point Light-Vessel—Date of being Replaced in Position.*

With reference to Notice to Mariners No. 1198 of 1906:—

The United States Government has given notice that, on or about the 14th November, 1906, the Cornfield Point Light-vessel (No. 48),

Long Island Sound, would be replaced in position and the Relief Light-vessel (No. 78) withdrawn.

Cornfield Point Light-vessel shows the lights and sounds the fog signal as given in the Admiralty List of Lights, Part VIII, 1906, No. 895.

Approximate position, lat.  $41^{\circ} 13'$  N., long.  $72^{\circ} 22\frac{1}{2}'$  W.

This Notice affects the following Admiralty Charts:—Nantucket Island to Great Egg Harbour, No. 2480; Long Island Sound, No. 2754. Also, List of Lights, Part VIII, 1906, No. 895; and Sailing Directions for the East Coast of the United States, 1899, pages 436, 437.

No. 1291.—UNITED STATES, ATLANTIC COAST—NEW YORK.

*Gedney Channel, Eastern End—Experimental Light and Whistle Buoy.*

The United States Government has given notice, dated 19th October, 1906, that, on 1st November, 1906, a buoy, painted in vertical stripes, consisting of a cylindrical tank surmounted by a steel skeleton framework, about 27 feet high, supporting a whistle and lantern, from which a white occulting light every ten seconds is exhibited, would be moored for experiment about 70 yards N.  $70^{\circ}$  W. from the whistle and light-buoy at the eastern entrance to Gedney Channel, New York Bay. The light shows thus:—light, five seconds; eclipse, five seconds.

Approximate position, lat.  $40^{\circ} 28\frac{3}{4}'$  N., long.  $73^{\circ} 54\frac{1}{4}'$  W.

[Variation  $19^{\circ}$  Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Approaches to New York, Nos. 2491 and 3204. Also, Sailing Directions for the East Coast of the United States, 1899, page 499.

No. 1292.—JAVA ISLAND, EAST COAST—SURABAYA STRAIT.

*Kleta Reef—Beacon Erected.*

The Netherlands Government has given notice, dated 30th October, 1906, that an iron screwpile beacon, painted in black and red horizontal bands, with a truncated cone as a topmark, has been erected in a depth of 2 feet on Kleta Reef, in the eastern entrance to Surabaya Strait, in a position situated at a distance of  $6\frac{9}{10}$  miles S.  $42^{\circ}$  E. from Larangan Mosque.

Approximate position on Chart No. 934, lat.  $7^{\circ} 19\frac{1}{2}'$  S., long.  $112^{\circ} 52'$  E.

[Variation  $2^{\circ}$  Easterly in 1906.]

This Notice affects the following Admiralty Charts:—Java, No. 1654; Surabaya Strait on Chart No. 934. Also, Eastern Archipelago, Part II, 1904, page 127; and Supplement, 1906, page 11.

No. 1293.—JAPAN SEA—PETER THE GREAT BAY, VLADIVOSTOK APPROACH.

*Cape Gamova Light—Further Particulars of Askold Island—Pilot Station.*

With reference to Notices to Mariners Nos. 787 and 1072 of 1906:—

The Russian Government has given notice, dated 5th October, 1906, that a white group-